

Advisory Circular

CONVERSION OF FOREIGN AIRCRAFT MAINTENANCE LICENCE

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- 1 GENERAL.** Pursuant to paragraph 88B of the Air Navigation Order, the Director-General of the Civil Aviation (DGCA) may, from time to time, issue advisory circulars (ACs) on any aspect of safety in civil aviation. This AC contains information about standards, practices, and procedures acceptable to the Civil Aviation Authority of Singapore (CAAS). The revision number of the AC is indicated in parenthesis in the suffix of the AC number.
- 2 PURPOSE.** This AC provides guidance to a person who is holding a foreign aircraft maintenance licence (AML) and intends to convert his licence to a SAR-66 AML.
- 3 APPLICABILITY.** This AC is applicable to a person who is holding an AML that is issued by foreign civil aviation authority (CAA) and intends to convert it to a SAR-66 AML.
- 4 CANCELLATION.** This AC supersedes AC 66-10(0) dated 4 August 2010.
- 5 EFFECTIVE DATE.** This AC is effective on 23 March 2018.
- 6 REFERENCES.**
- Paragraph 11(1) of the Air Navigation Order.
- 7 INTRODUCTION.**
- 7.1 Pursuant to the paragraph 11(1) of the Air Navigation Order, the DGCA may grant an aircraft maintenance licence (which may include a rating limiting the licence to any particular type of aircraft or equipment) if he is satisfied that the applicant is a fit and proper person to hold the licence and is qualified by his knowledge and experience to do so.
- 7.2 Conversion of a foreign AML including the aircraft type ratings endorsed therein to a SAR-66 AML is at the discretion of the DGCA.
- 8 ACCEPTABLE LICENCES.**
- 8.1 For the purpose of converting a foreign AML to a SAR-66 AML, the DGCA generally accepts an AML that is issued by the following authority:
- (a) Civil Aviation Safety Authority (CASA), Australia;
 - (b) Department of Civil Aviation (DCA), Brunei Darussalam;

- (c) Civil Aviation Department (CAD), Hong Kong SAR;
- (d) Civil Aviation Authority of Malaysia;
- (e) Civil Aviation Authority of New Zealand;
- (f) South African Civil Aviation Authority;
- (g) CAA of a European Aviation Safety Agency (EASA) Member State; and
- (h) Federal Aviation Administration (FAA), USA.

8.2 For a holder of an AML that is issued by a CAA that is not contained in paragraph 8.1, he has to pass all basic examinations and to obtain the relevant experiences as stipulated in the Part 66 of the Singapore Airworthiness Requirements (SAR-66 – Aircraft Maintenance Licensing) before he could be considered for the grant of a SAR-66 AML.

9 PREREQUISITES.

9.1 To qualify for the conversion of a foreign AML to a SAR-66 AML, the applicant must :

- (a) demonstrate the need to obtain a SAR-66 AML;
- (b) hold a valid foreign AML that is issued by a CAA as contained in paragraph 8.1; and,
- (c)
 - (i) in the case where the application is for a SAR-66 Category B licence, demonstrate to the DGCA that he has at least two years of experience in exercising the privileges equivalent to those of a SAR-66 Category B licence; or
 - (ii) in the case where the application is for a SAR-66 Category C licence, demonstrate to the DGCA that he has at least three years of experience in exercising the privileges equivalent to those of a SAR-66 Category C licence.

9.2 An applicant has to pass the SAR-66 basic examinations as indicated in Table 1 before he could be considered for the grant of a SAR-66 AML.

Table 1: SAR-66 Basic Examination that is needed for conversion

CAA	Category	SAR-66 Category that is applied for	To pass the SAR-66 basic examination
CASA, Australia	CASA 100.66 Category B	B in relevant Category/ Sub-Category	(a) Aviation Legislation (M10)
DCA, Brunei Darussalam	BAR Part 66 Category B		
CAD, Hong Kong SAR	HKAR-66 Category B		
DCA, Malaysia	DCAM Part-66 Category B		
CAA, New Zealand	NZCAR Part-66		
South African Civil Aviation Authority	SA-CATS 66		

CAA	Category	SAR-66 Category that is applied for	To pass the SAR-66 basic examination
CAA of a EASA Member State	EASA Part-66 Category B	B in relevant Category/ Sub-Category	(a) Aviation Legislation (M10)
FAA	Airframe & Powerplant (A & P) Mechanic Certificate	B1.1 (excluding electrical and avionics systems privileges)	(a) Human Factors (M9); (b) Aviation Legislation (M10); (c) Turbine Aeroplane Aerodynamics, Structures and Systems (M11A) (d) Gas Turbine Engine (M15) (e) Essay paper (M50)
		B1.2 (excluding electrical and avionics systems privileges)	(a) Human Factors (M9); (b) Aviation Legislation (M10); (c) Piston Aeroplane Aerodynamics, Structures and Systems (M11B) (d) Piston Engine (M16) (e) Essay paper (M50)
		B1.3 (excluding electrical and avionics systems privileges)	(a) Human Factors (M9); (b) Aviation Legislation (M10); (c) Helicopter Aerodynamics, Structures and Systems (M12) (d) Gas Turbine Engine (M15) (e) Essay paper (M50)
		B2	(a) Electrical Fundamentals (M3) (b) Electronics Fundamentals (M4); (c) Digital Techniques & Electronic Indicating System (M5); (d) Human Factors (M9); (e) Aviation Legislation (M10); (f) Aircraft Aerodynamics, Structures and Systems (M13) (g) Propulsion (M14) (h) Essay (M50)

9.3 To support an approved maintenance organisation (AMO) that is working under the ambit of a bilateral agreement on maintenance between CAAS and a foreign CAA; the applicant may not need to take all the SAR 66 basic examinations in Table 1 after the DGCA is satisfied that the applicant is competent in the appropriate area(s) and has the relevant experience that is endorsed by AMO(s).

10 INTERVIEW.

10.1 The DGCA may interview the applicant to assess his knowledge of the Singapore aviation legislations and regulations, and technical matters relevant to the licence and type rating(s) sought.

10.2 The applicant is to present the originals of the documents as contained in 12.1(g) to the DGCA during the interview.

11 LICENCE LIMITATION.

- 11.1 The DGCA may apply limitation(s) to a converted licence based on his evaluation of the conversion application.
- 11.2 The DGCA may include the type rating(s) based on the applicant's foreign licence and the scope of work in the SAR-145 AMO or in a Singapore air operator. Limitation(s) may be applied against the type ratings where necessary.

12 APPLICATION PROCESS.

- 12.1 To apply for the conversion from a foreign AML to a SAR-66 AML, the applicant has to provide the following:
- (a) A duly completed SAR-66 AML application form (Form CAAS(AME)02);
 - (b) A duly completed resume form (Form CAAS(AME)06);
 - (c) A supporting letter from the Quality Department of the SAR-145 AMO to:
 - (i) demonstrate the need for the applicant to obtain a SAR-66 AML; and
 - (ii) declare that the AMO has pre-assessed the applicant and deemed that he is technically competent; is able to communicate effectively in the English language; and meets all the prerequisites as contained in this AC;
 - (d) A letter of authorisation or equivalent to authorise the foreign CAA to release the applicant's licence information to the DGCA;
 - (e) One recent passport-sized coloured photograph;
 - (f) Payment for the grant of a AML in accordance to the Twelfth Schedule of the ANO; and
 - (g) Copies of:
 - (i) the applicant's foreign AML, including the description of limitations, if applicable;
 - (ii) the applicant's passport;
 - (iii) certification authorisation certificate(s) from the former employer(s);
 - (iv) CAAS basic examinations result slip(s) on the relevant module(s) listed in the table in paragraph 9.2; and
 - (v) ATA 104 Level III aircraft type training Certificates of Recognition, if any.